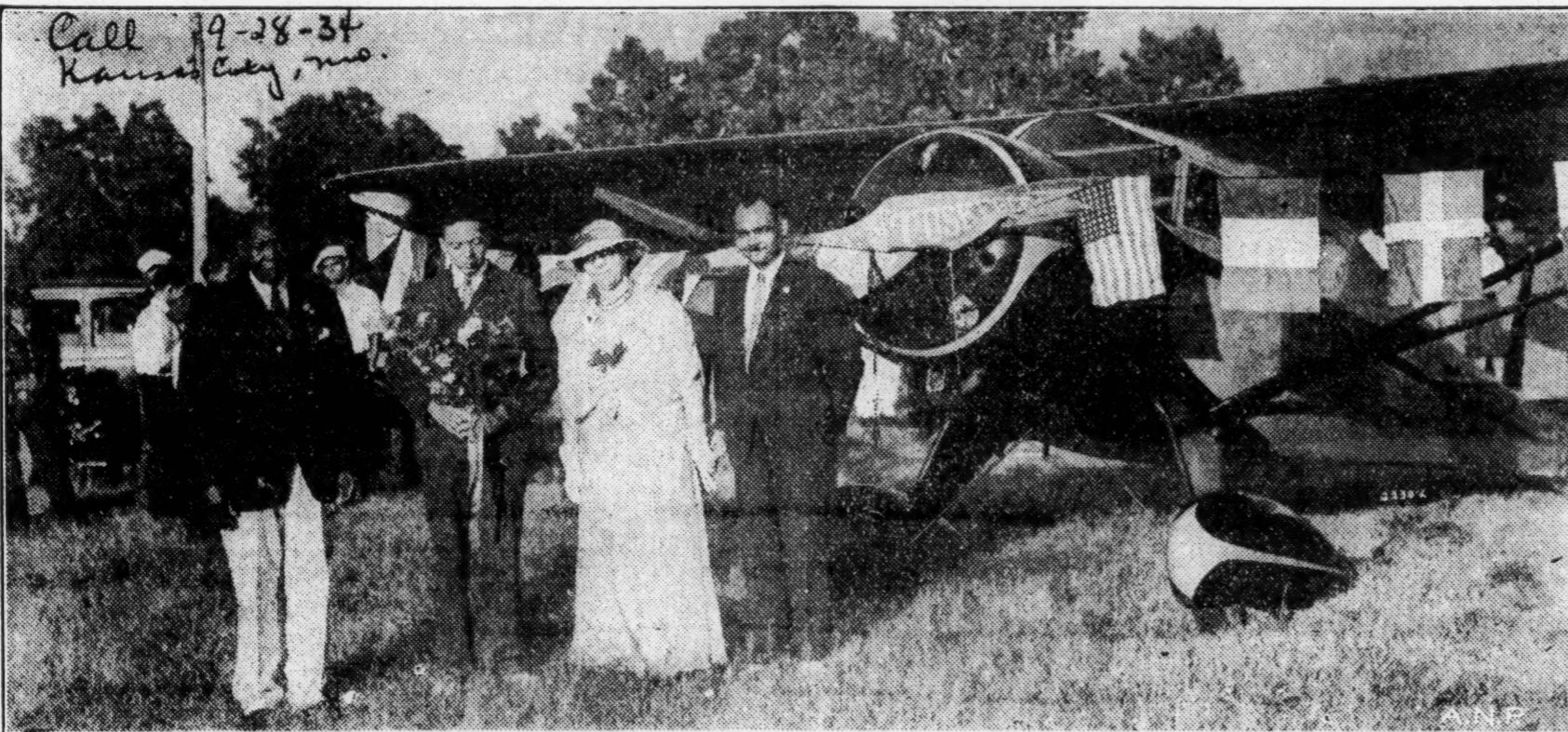


Aviation-1934.

'Booker T. Washington' to Soar Over Americas



"Good Will" flyers who will make a South American tour, at Tuskegee Institute Saturday, September 15 when their plane was christened "Booker T. Washington." From left

to right, Dr. R. R. Moton who presided at the impressive dedicatory exercises, C. Alfred Anderson, aviator, Mrs. Jennie B. Moton, who christened the airship and Dr. Al-

bert E. Forsythe, owner of the plane, associate aviator who formerly was a student at Tuskegee.

The plane was christened as people from the township and from a

radius of 50 miles witnessed the ceremony. The projected Pan-American tour of the intrepid fly-

ers will start about the last of September.

BUFFALO CITY HAILS AIRMEN

Underline never
**Greeted by Officials
After Flight From
Bridgeport, Conn.**

9-28-34

BUFFALO, N. Y., Sept. 27.—Enthusiastically received here after a hazardous flight from Bridgeport, Conn., C. Alfred Anderson and Dr.

A. E. Forsythe were welcomed to the city by Mayor Zimmerman last Friday afternoon.

A special motorcycle detail was sent to escort the flyers from the Municipal Airport, where they had made a graceful landing in their Leontine monoplane, the Booker T. Washington, to City Hall, where they were received by a committee

of prominent city and state officials and citizens.

Following official reception they were presented at a public meeting under auspices of the Interracial Goodwill Aviation Committee, which is sponsoring the Pan-American flight which Mr. Anderson and Dr. Forsythe are planning. The objectives of the flight were set forth and an appeal made for funds with which to buy needed instruments and other equipment.

The flyers proceeded to Ardmore, Pa., where they were officially presented with letters of endorsement from the Ardmore Chamber of Commerce and Bryn Mawr Business Men's Association. At a meeting there of the Interracial Goodwill Aviation Committee \$90 was contributed towards the fund.



TO MAKE 12,000-MILE HOP—C. Alfred Anderson, Bryn Mawr, Pa., who will join Dr. Albert E. Forsythe, Atlantic City physician, in flight to Pan-American countries. The two are in Washington, D.C., completing plans for the goodwill tour which will start from Atlantic City. The flight is sponsored by the Interracial Aviation Goodwill Committee.

TO MAKE GOODWILL AIR TOUR—Dr. Albert E. Forsythe, Atlantic City physician, who will fly with C. Alfred Anderson, of Bryn Mawr, Pa., on hop from Atlantic City to Panama Canal zone. The trip, which will cover 12,000 miles, will start as soon as passport arrangements are completed. Last summer the two flew to Los Angeles and back on a goodwill tour.

U.S. Gives Final OKay on Goodwill Aeroplane Flight

ATLANTIC CITY — Preceded by months of painstaking planning, final preparation is being made for the goodwill flight of C. Alfred Anderson and Albert E. Forsythe in their aeroplane, the Booker T. Washington, to begin the latter part of next week.

The aviators have received authorization from Secretary Roper of the U.S. Department of Commerce to fly over:

Bahama Islands, Cuba, Jamaica, Antigua, Barbados, Haiti, Dominican Republic, Puerto Rico, Virgin Islands, Brazil, Venezuela, Trinidad, Guadeloupe, Columbia; Canal Zone, Panama, Costa Rica, Nicaragua, El Salvador, Honduras, British Honduras, Mexico, British, Dutch, and French Guiana.

Governor to Greet

Keen interest in the flight has been manifested by the other nations. S. N. Collins, manager of the Colonial Co-operative Producer Company, Georgetown, British Guiana, has written:

"The citizens of British Guiana are co-operating in every way to give a monster public reception at which the governor of the country and the mayor of Georgetown shall be present. We are arranging a grand concert and ball in our largest municipal hall in honor of the aviators, also an open air fete in our largest park."

In Jamaica, Marcus Garvey, a member of the Council of Corporation, of Kingston, was instrumental in arranging for the flyers to land on the Kingston race course, where large crowds can greet the aviators.

Amateurs to Aid

Although the tiny cabin plane will carry no radio, amateur radio enthusiasts are volunteering their services to keep the public informed on the movements of the aviators and will have weather and airport information for them when they reach various points along their route.

The little plane with its extra gas tank has been carefully broken in and thoroughly overhauled for the flight. An additional compass, a bank and turn indicator, a Gatty drift indicator have been installed. It is admitted that many other instruments should be carried. Scott and Black, winners of the London to Australia race, Turner and Pangborne, the doughty Mollisons all got lost while competing in the great air race. Each had instruments worth more than the cost of the plane and instruments

combined that Anderson and Forsythe will have at their disposal. "When we race the Booker T. off the Atlantic City runway," they say, "the hardest part of the flight will be completed."

Aviation - 1934

Engineer Tells Why *Defender* We Should Become More Air-Minded 11-24-34

1-24-34

By LT. WILLIAM POWELL

EDITOR'S NOTE—This is a chapter from the book, "Black Wings" by Lt. William Powell, a graduate engineer from the University of Illinois who has moved to California and has taken a serious interest in aviation.

(Continued from last week)

(Continued from last page.)

I saw my first aero-dusting operation at Bakersfield, California. An Eagle Rock biplane equipped with a 150 H.P. Hispano Suiza motor, and equipped *Chas. C. Seel* with the standard dusting hopper adapted from specifications furnished by the United States Department of Agriculture, was dusting 150 acres of prunes. After watching these operations both from the ground and from the air, I engaged in conversation with the pilot of the aero-dusting plane.

orchards and fields as "yellow jackets over a cider barrel."

The airplane in agriculture is not confined to crop pest and disease control—it is employed in forest fire and other patrol work; in making crop surveys and estimates; in eradicating malarial mosquitoes and scouting for possible breeding places; in scouting for outlaw cotton fields; in collecting air borne rust spores; in tripping legume blossoms; in spreading fertilizers; in seeding large areas to rice, pasture, and range grasses.

I learned that this plane was capable of carrying 1,000 pounds of dusting material and delivered any desired poundage per acre while traveling at a speed of 125 miles per hour. The average poundage per acre spread over this particular field was fifty pounds, applied at a rate to the grower of \$1.50 per acre. The amazing thing was that a speed of application as high as 25 acres per minute was obtainable with that plane.

pasture, and range grasses.

Are Negro farmers preparing for these aerial activities which will affect the market price of their crops considerably? Are the Negro farmers training their youth to take up these thousands of jobs which will soon be created by airplanes in agriculture? Will the Negro farmer continue to germicide, plant, and seed his crops and fruit by the old hand method after the white farmers are using the air methods? If so he will be as far

was obtainable with that plane. air methods: if so he will be as far further investigation into the aero-behind the white farmers as the dusting activities of airplanes dis-farmer who uses an ox team is be-closed many interesting facts that hind the one who uses a tractor. And, every farmer, white or black, should dear readers, do you realize that the know. farmer who does not keep up with

The advantages of aero-dusting are: these advance methods of farming will not be able to market his goods 1. Speed of application. as cheaply as the other farmer?

1. Speed of application.
2. Thoroughness of coverage.
3. Conservation of dusting material.
4. Saving in time, labor, and investment in other equipment.
5. Independence of, and non-interference with, other orchard practices.
6. The possibility of treating non-orchard tracts, that border on cultivated areas and which harbor insects or diseases.
7. The possibility of community effort in wholesale control of epidemic insects or diseases, which may catch the orchardist unprepared to the journey by road required three or four and sometimes five days. Often

as cheaply as the other farmer?

Once I happened upon a little fishing village on the bay of Lower California in Old Mexico. This village exports thousands of pounds of fish daily to the markets in San Pedro, California. Hundreds of Mexicans were engaged in the business of transporting this fish to San Pedro by trucks. Thousands of dollars were invested in large trucks, costly trucks as the roads in Mexico on which they had to travel are terrible. It would take several hours to load the fish in the truck since it had to be iced, as the journey by road required three or four and sometimes five days. Often

8. Nominal cost per acre for service.

Upon noticing this condition
that can be controlled by insecti-thought: Now if we only had about
fifty Negro transport pilots, and if

few Negro financiers could be approached and interested we could put airplanes hauling fish between this little fishing village and San Pedro at a great saving, thus enabling us to market the fish much lower than the present market price because the black races who will only give you and me gro population of importance will the most menial jobs of porter, red-sponsor one or more young men and cap, and washer; but get into aviation now while we have a chance to aeronautics to be established in Los Angeles (because one can fly the black airplane manufacturers, Angeles (because one can fly the black airplane distributors, owners of year 'round in Los Angeles).

the present market price, because the black air transport lines, and have time saved would permit us to dispense with the use of ice entirely. The trip which would ordinarily re-paying industry.

This school in Los Angeles shall thousands of black boys and black girls profitably employed in a greatat the beginning, in most part, by white instructors.

Do you know the story of the Goldbergs and Silversteins? No? Every lotted each city to raise its funds to Negro mother should tell this story pay for the cost of training its students to her children. Only a few years ago, students and their upkeep. These funds age, the Iowa were disliked and segregation might be raised by giving a series of

I had occasion to make friends with one of the Mexican trucksters who lived in Calexico. I visited this Mexican friend and found him to be in a very destitute condition. He was not long in telling me that the Apache Air Lines had put several airplanes on the line carrying fish to San Pedro so cheaply that the fellows driving trucks could not operate—and a similar fate awaits the Negro farmer if long ago, the Jews were disliked and segregated on all sides by their white affairs or events, or by voluntary tax-brethren in America. Jews were doing of all Negro affairs given during nined rooms in the fashionable hotels the year five or ten per cent. At the of the large cities. They were re-end of the year the money would be fused the best theatre boxes. I even forwarded to the committee, or better, recall the time when I was a student in quarterly periods, to enable the at the Wendell Phillips High School committee to prepare the school and in Chicago, when the Jewish boys and facilities, make its budget, and attend girls were segregated and were more to other necessary details. Each city would pay the regular

cost per person for aviation training. The money sent to train from three hundred students would be sufficient to give them a course of

And yet we still cry for jobs—for opportunities—when they are all around us! Again I say, we, our business leaders, our financial leaders, are sound asleep. Taking into consideration the fact that there are large numbers of farms owned and operated by Negroes throughout the country, why are we being segregated, ostracized, etc.? A thousand times, training equal to, and probably better than, that which the average school money, and went into business. Jew-offers for the same price, and thenish women pulled off their rings and have sufficient left to build the school, diamonds and pooled them for financefield, etc., and purchase equipment, to open business. Jews hired Jews, providing the school is operated on a basis.

operated by Negroes abroad America, then agricultural aviation opens a field of thousands of jobs for Negroes—good paying jobs. Previously short time Jews built finer and better hotels and theatres than those from which they had been excluded and the result is, today, Jews in each city. Some cities might send

Fighting forest fires has become quite a business for the airplane. Air police and air patrols along the borders are becoming more and more necessary each day. Aerial photography is playing a great part in the real estate business today, and there are many, many other things that can be done by the airplane.

and will be done by the airplane. Silversteins.
Many intelligent, educated Negroes do not have the slightest conception of the aviation industry. One Sunday, Rev. Addison, a very well educated minister, visited my church, Beth Eden Baptist church in Los Angeles, and asked me if I would tell him about the airplane. I told him that there were many Negro leaders, will there be an interesting story to relate to the young ones in the days to come about filling the air with "Black Wings"? * * * A Plan

My mother was introduced to him; enthusiasm, and co-operation; and as the mother of Lieut. Powell, the aviatrix, who sings in the choir. If we have the trained men and women as teachers; and "Lieut. Powell?" replied the minister, astonished. However, he said, and planes; and

At the close of church services we can get all these things that we have found so desirable. So, dear readers, I submit my plan, although I feel that we have leaders which the students would build or experiment with. As soon as perfected, students qualifying would be retained to build the first plane, and then more planes. Others would be town to the next, and finally an air line would be established.

sports and I never expected to see to be worked out as necessary. one singing in a church choir." First, we have leaders capable of And so it is with thousands of other stirring up interest in anything if Negroes, intelligent Negroes at that; they would only do so; leaders whom, they are ignorant of the facts con-whatever they decide is best for the cerning an industry which bids fairest of us, the majority will follow; y to rival all other great industries—who can sway the public at will: d they merely think of aviation as shave reference to our ministers, our sporting pastime. editors, the leaders of our fraternal is. Are not these facts conclusive evi-organizations.

then more planes. Others would be sent out as agents to sell the planes, and eventually Negroes would be purchasing planes designed and built by Negroes. And so the industry would progress, and a field could be maintained in each city by its colored population. Within a few years a gigantic industry could be built up by Negroes.

The white race is taking up flying by leaps and bounds. Do you know that in 1931, 38,774 people took the medical examination to become airplane pilots? Do you know that there are 816 medical examiners employed by the United States Department of Commerce and not one col-

And yet, in common with all other industries, the aviation industry is suffering from depressing influences. Doubtless, in some respects, it has felt these influences more keenly than most others. It is comparatively new and was not so deeply rooted, nor did it have the background of organized experience. Also, at the beginning of this period of economic unrest the industry as a whole had been promoted beyond any reasonable premise of development. It had a great distance from which to recede, and the recession was both painful and exacting.

Times changed suddenly, and the industry found itself confronted with the necessity of revising its plans and ideas along economic lines more nearly suited to the changed conditions. To arrive at a suitable premise, perhaps it would be in order to recall the beginnings of the present aeronautic industry and to review briefly its accomplishments to date.

We all know that flying, as now constituted, dates from 1903 when the Wright brothers made their successful flights at Kitty Hawk; that the ensuing development of consequence was during the World War, and that there took place thereafter the post-war period of flying, using surplus war material, which paved the way for the first real efforts at commercial flying.

However, I wonder if we all retain in mind the fact that it was but six or seven years ago, approximately, that there was any real organized and comprehensive effort to develop civil aeronautics, and but some four and a half years ago that scheduled operations with transportation of mail were undertaken by private enterprise, and only little more than two years since similar effort was de-

Transport License C. Alfred Anderson... Bryn Mawr, Pa. in flying prefer to keep only a private license No. 7638. **Limited Commercial License** John W. Green..... Boston, Mass. This explains why James Herman License No. 15,897. **Industrial License** Mrs. Jany Harmon Waterford, Chicago. Standing the fact he had held a limited license No. 7034.

Private License

James Herman Banning, Los Angeles (Deceased) License No. 1324

Leon Parrish..... New York City License No. 16,069

Hubert Julian..... New York City License No. 21512

Lincoln Payne..... Philadelphia, Pa. License No. 23,575

William J. Powell... Los Angeles, Cal. License No. 24,335

James Hoard.... San Francisco, Cal. License No. 26,035

John C. Robinson..... Chicago, Ill. License No. 26,042

Cecil O'Neal..... New York City License No. 27,179

Ed Smith..... Cincinnati, Ohio

Navigator (Aviator) William J. Powell... Los Angeles, Cal. aviation club will be to instill in

Irvin E. Wells..... Los Angeles, Cal. the minds of members of our group

Aeronautical Engineers Jay Howard Montgomery, Los Angeles, in America a desire to develop its

William J. Powell... Los Angeles, Cal. quota of race flyers; do our part

* * * to prove our willingness and ability

to undertake a transport pilot's license is to measure up to what is expected

of us as a people.

Involved in the young aviators' program is much evidence of desire.

Licensed airplane and may carry passengers.

In 1931, airplanes flew in regularly scheduled service over 47,000,000 miles, types of airplanes within the classes

They transported 522,000 passengers specified in their licenses. They may also teach students for hire.

That is revealed in their avowed plan to place the organization's fly-

and 10,000,000 pounds of mail.

also teach students for hire.

plan to place the organization's fly-

or during the existence of the Aero-pilot all types of licensed airplanes

but may not instruct students for hire.

forces of the nation whenever called.

Commerce, an airway system has not been constructed in the United States, the areas mentioned in his license.

the like of which exists in no other country in the world.

It is made up of licensed aircraft not carrying per-

of all known aids to navigation, and sons for hire.

He shall not instruct on the part of these race men to

constitutes at present a 19,500-mile students for hire.

This class of rally to the military support of Ne-

highway system of the air.

cense has recently been discontinued by governments if necessary to

In the last three years, the period by the Department of Commerce.

help preserve the independence of

when all industry has been adversely affected by economic conditions,

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Student pilots are licensed only for

outstanding accomplishments of com-

the purpose of piloting licensed air-

merce and industry during this craft when receiving flying instruc-

period. The airplane mileage flown

They may not go beyond a

increased from 25,000,000 in 1929 to safe gliding distance from the field

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on which they are receiving instruc-

sengers transported by scheduled

services increased from 173,000 in

There are several good pilots, available as it is ambitious and sa-

1929 to 522,000 in 1931; and air mail however, holding only a private pilot's license.

from 7,770,000 pounds to 9,640,000 license, and some with only a stu-

student's permit. Reasons for this are

Even so, the Negro has a chance obvious; for in order to maintain a

to get on the ground floor yet; but transport pilot's license or a limited

he will have to act now, if he hopes commercial license, one must pay for

to fill the air with "Black Wings."

a physical examination every six

months, as well as fly at least ten

hours every six months, all of which

costs a considerable sum of money if

one is not commercially engaged in

flying. On the other hand, to main-

tain a private pilot's license, one

must pay for only one physical ex-

amination per year and for only ten

hours of flying per year. Hence, many

good pilots not commercially engaged

COLORED AVIATORS

A colored aviators organization is being formed in Pittsburgh, Pa.

The organization, according to its promoters, will be known as the "Black Squadron."

Among the self-assigned tasks of these aviators to be, will be to come to aid the United States in event this country is attacked.

The "Black Squadron" would also go to the assistance of Liberia, Haiti and Abyssinia if an attempt should be made on the part of enemies to invade the latter nations.

The whole plan is a commendable as it is timely that members of

surplus war material, which paved Cornelius Coffey..... Chicago, Ill. the race should bestir themselves more aggressively in the field of

Certified Parachute Rigger aviation.

Ed Smith..... Cincinnati, Ohio

Navigator (Aviator) The purpose of the Pennsylvania

aviation club will be to instill in the minds of members of our group

in America a desire to develop its quota of race flyers; do our part

* * * to prove our willingness and ability

were undertaken by private enter-

prise, and only little more than two highest type of flying license granted of us as a people.

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tain a private pilot's license, one

must pay for only one physical ex-

amination per year and for only ten

hours of flying per year. Hence, many

good pilots not commercially engaged

* * *

Appendix

A list of Negroes in the United

States holding licenses December 31

1932, is herewith presented through

the courtesy of Congressman Oscar

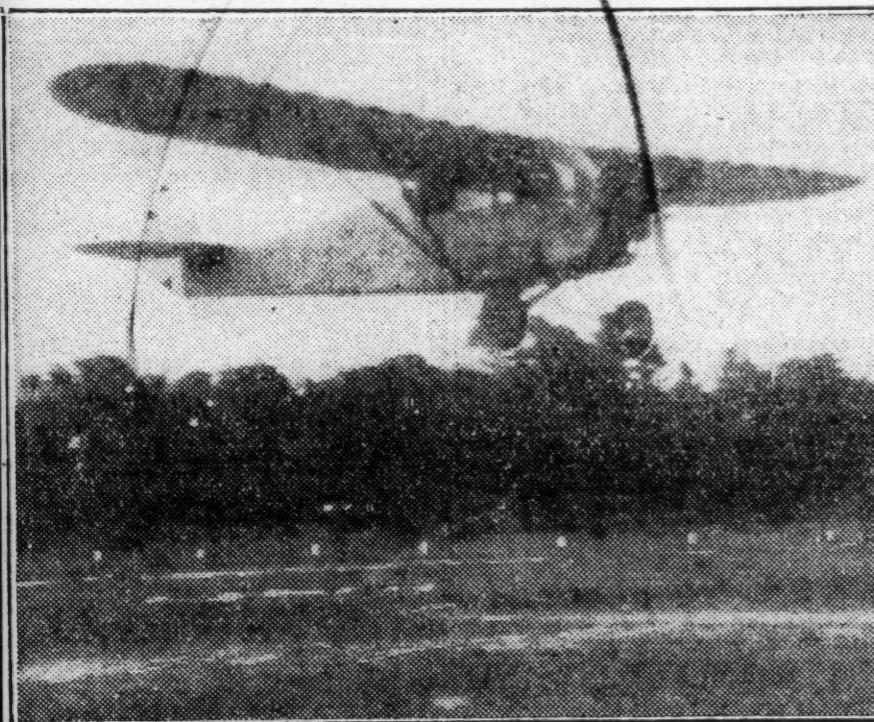
DePriest and is compiled from rec-

ords of the United States Depart-

ment of Commerce.

Aviation — 1934

Virginia Ace Taking Off At 80



Journal and Guide Photo

With a heavy rain storm right on his tail, Jesse Boland, Virginia's only Negro flyer, took off from Norfolk last week to returning to Farmville, accompanied by Oliver Cook. This photograph of the would have done anything rather than endanger the lives of those on the beach.

VIRGINIA'S ONLY NEGRO FLYER BRINGS PLANE TO NORFOLK FOR JULY 4TH; THRILLS THOUSANDS

May Conduct Passenger Flights At Ocean Breeze Beach; Desires To Fly To Haiti, He Tells Guide Reporter While Flying 1,500 Feet Above City

By P. BERNARD YOUNG, JR.
Journal and Guide Staff Writer

(Reprinted from last week's City Edition)
Virginia's only Negro licensed Boland suggested, "and take your first aerial photo."

aviator, Jesse Boland, flew to Norfolk for the July Fourth holiday. I did, but that is getting ahead of the story.

and leave thousands who had gone of the story. They left the city Thursday afternoon to return to Farmville, after visiting the Journal and Guide over his plane, a \$14,000 Fairchild

Landed at Beach

At the airport the pilot checked in with the Journal and Guide over his plane, a \$14,000 Fairchild

five-passenger cabin monoplane in Michigan, then for a short while a \$5,000 Wright whirlwind mo-flight under the sponsorship of the period in Philadelphia. Later he moved to Roanoke, and then to Europe, and inquired of Haiti, the Negro island republic, Farmville, where he has been for about two years.

About an hour later the flytail on the project with Mr. Boland and his companion landed at the land later.

Bathers pulled the ship's tail from in the air. Late in the afternoon Pilot Boland negotiated a takeoff from the treacherous beach, being compelled to run over two miles along the beach before his sand-bogged plane gained sufficient speed to leave the earth.

The flyer's skill was demonstrated, when, after his long run down the beach without gaining necessary speed, he turned his ship toward the water to avoid a crowd at Chesapeake Beach, a white region that I was practically lassoed. Just as the wheels of the falling out or losing my camera, the plane touched the waters of the bay the plane took to the air.

Exhibited His Skill

"It was an uncomfortable feeling," Mr. Boland admitted, "but I got the seat." As we landed Mr. Boland said: "You acted like a veteran." I approached the camera handle was attached to another small rope which was tied and fly with him. He's a true trail-blazer, and grand aviator.

Flying over City

As we headed down Church Street the first landmark I sighted was the Dunbar School on Princess Anne Road, and then the tall spire of First Calvary Baptist Church. At present the field is filled with ridges left from cultivation, and At this time we were about 1,500 feet up and going a little more than

it was a rough landing and an exceedingly difficult takeoff from 140 miles per hour. This field. That he successfully rose from the sandy beach and on Guide building. I sighted my camera and pulled the shutter trigger. This field is eloquent testimony to his airmanship.

I think I got an air-view of the Guide building, but I have a sneaking suspicion that when the feasibility of bringing his film is developed it will turn out to be a picture of Norfolk's waterfront this summer in order to confront or residential outskirts. On my second flight and my first flights from the beach. If the attempt at aerial photography I plan, but believe that the writer plan goes through Mr. Boland will equip his plane with pontoons and land and take off from the water. Anything I think I got a view of land at the beach. He would fly here, tures, if any, taken too late for this the Naval Air Station and then come to Ocean Breeze Beach.

Pilot Boland tentatively plans to return on Sunday, July 15, to begin his flights, passengers being taken up for the very reasonable charge of \$1 each. Further announcements will be made in next week's Guide.

Has Flown Since 1920

Mr. Boland began flying in 1920. He has built several planes himself. While here the Virginia flying "Some flew and some didn't," he discussed in a general and pre-laughingly said. He formerly lived

JESSE BOLAND

Colonel Lindbergh Advises Colored Birdmen on Trip

ST. LOUIS, Mo.—Dr. Albert E. Forsythe and C. Alfred Anderson, In the latter part of September who flew from coast to coast last of this year two colored aviators, summer in a small unequipped C. Alfred Anderson and Dr. Almonoplane, were given pointers on bert E. Forsythe will take off aeronautical problems by Colonel Charles A. Lindbergh, noted aviator, Wednesday.

The men came to the city to receive from the Lambert Aircraft Corporation a new plane in which they will fly through the Pan-American countries, including islands of the West Indies, republics of South America and Central America, and Mexico. The flight will cover a period of thirty five days or more.

Equipment Added This Goodwill mission sponsored by The Inter-racial Goodwill Aviation Committee an organization composed of members of the Lambert plant. Covering the route a series of Goodwill Flights to be made by colored aviators. The colored advised the two men as to first two—a Round Trip Trans-continental Flight, and a Good-will Flight to Montreal, Canada. As a result of the conference, a collapsible boat was added to the plane. The equipment of the plane.

At a meeting presided over by A. M. Grant, secretary of the YMCA, the program of the aviation committee was outlined to civic leaders. Charles Collins, secretary of the Urban League, was chosen chairman of the committee at a Board of Trade, the Federation of Colored Women's Clubs of the State of New Jersey, The Chamber of Commerce of Ardmore, Robert Owen, E. V. Mosee, Everett Penn., The Chamber of Commerce of Bryn Mawr, Penn. and other organizations of both the colored and white races.

Among those pledging support to the project were: J. E. Mitchell, Robert Owen, E. V. Mosee, Everett Penn., The Chamber of Commerce of Bryn Mawr, Penn. and other organizations of both the colored and white races.

The St. Louis representatives plan to raise at least \$500 in support of the program. The series of Goodwill flights was christened by Mrs. Robert R. Moton, president of Tuskegee Institute, Ala. Dr. W. A. Forsythe and C. Alfred Anderson, transcontinental flyers, will be christened "The Booker T. Washington," here, Saturday at 2 p.m., by the granddaughter of the late educator. *9-17-34*

Dr. Robert Russa Moton will act as master of ceremonies, which are a preliminary to a scheduled 12,000-mile good-will tour expected to cover twenty-five Pan-American countries. Dr. Forsythe was a student at Tuskegee in 1911-13. *Baltimore*

The two aviators have covered approximately 100,000 miles together in flights since they began flying.

HIGHLIGHTS OF THE PAN AMERICAN GOODWILL FLIGHT

names of all persons contributing one dollar or more will be inscribed on a scroll to be endorsed by officials of the counties visited and kept as a historical document.

PLANE, BOOKER WASHINGTON, CHRISTENED

Tuskegee Institute, Ala., Sept. 17

Tuskegee Institute joined by townspeople and visitors from surrounding counties covering a radius of 50 miles. A round trip transcontinental flight and a good-will flight to Montreal, Canada, which one of its former students, Dr. Almonoplane, was completed in 1933. Contemplated flights include, a good-will flight to Russia via Paris, a good-will flight to African countries and "The Booker T. Washington" which will be used for the projected Pan-American tour, that the two well-known flyers will make, beginning

the latter part of September. Members of the family of the late Booker T. Washington occupied seats on the platform. A representation from the Institute faculty sat with the family.

The plane, a Lambert 90 horsepower DeLuxe Monoplane, with a power DeLuxe Monoplane, with a range of 1,000 miles, and a cruising speed of 120 miles per hour.

The series of Goodwill flights are being made to create a better understanding and appreciation of the colored race by other races, to gain for us prestige and respect, to inspire our youth to achieve-

Moton, with waters from the Jordan River, in the Holy Land, and the springs of Tuskegee Institute, to create among colored persons everywhere an increase in race pride and self confidence.

Dr. Robert R. Moton, president of Tuskegee Institute, gave the students a certainty, should be sent directly to the aviators. She immediately to the National lauded these young men for their Chairman of the Inter-racial Goodwill Aviation Committee, 406 Del-

Ave., Atlantic City, N. J. Such contributions thus far are another step upward on the ladder of success much needed navigating instruments and parachutes. The other door of opportunity has been

opened and we bid you God-speed."

Both Dr. Forsythe and his flying companion, Mr. Anderson spoke. Dr. Forsyth said: "We are interested not alone in aviation, but in the hope that it offers to the men and women of the Negro race, and the possibilities that accomplishments in the air hold out to members of this minority group."

Dr. Forsythe and Mr. Anderson have already flown over 100,000 miles. Successful flights already completed are: A round trip transcontinental flight and a good-will flight to Montreal, Canada, which one of its former students, Dr. Almonoplane, was completed in 1933. Contemplated flights include, a good-will flight to Russia via Paris, a good-will flight to African countries and "The Booker T. Washington" which will be used for the projected Pan-American tour, that the two well-known flyers will make, beginning

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Aviation-1934

FLIES CHILD TO SPECIALIST



Defender 2-17-34
That the Race is playing an important part in aviation was shown last week when Dewey Chilcott (left), copilot on the plane which rushed 3-year-old Alicia Brannon (white) from Weston, W. Va., to Baltimore, where she is to undergo an operation on her brain. Pilot Chilcott is shown handing over the child to a hospital staff physician.

ing rules regulating air travel and aeronautical facilities that may be available to the aviators.

The South American flight will be the second link in a program which was outlined last year by a group of public-spirited persons who saw an opportunity to use aviation as a means of advancing the prestige of the race.

Through the Negro Aviation Promotion Society of America, which has J. Bernard Johnson, of Newark, as its president, and an aviation committee composed of outstanding leaders in Philadelphia and vicinity, funds are being raised to finance the project. It is expected that other groups throughout the country will volunteer assistance.

Accompanied by Wife

In an interview, prior to his departure, Dr. Lucas said, "Many well-thinking people are beginning to realize that the difficulties confronting us as a race are due to the fact that our aims and aspirations are so little understood by other peoples. Improved racial relations are as essential to us as protective legislation. No other method can so effectively, and at such small cost change the false viewpoint and attitude that millions of people have toward the colored race as the successful completion of the good will program

that was started last July when 35 colored aviators made a round-trip transcontinental flight. Through other prominent New Yorkers, a properly supported aerial ambassador of this country will have a chance toof the Amsterdam News, treasurer, be more highly regarded at home and abroad."

Dr. Lucas is a member of the Atlantic City Board of Education and a health officer of the resort. An ardent aviation enthusiast, he has taken many flying trips. He was accompanied by his wife on

Race Aviators to Give Air Show Decoration Day

Defender 2-19-34
MINEOLA, L. I., May 18.—At Roosevelt Field, an air show by licensed Race aviators on Decoration day, May 30, will be the feature of the program, held under the auspices of the N.F.S. Aviation club, which has headquarters at 30 W. 145th St. Members of the club are all licensed pilots and include Thomas Mills, Charles Ware, Harry Ross, Leonard Yates, Alfred But-

terfield, Archie Smith, Donald Gray and Gaines Ware, with E. Nathan as instructor.

During the day there will be a press flight to Atlantic City, starting at 7:45 in the morning, with a flight and maneuvers over Harlem. Other exhibitions during the afternoon will be given by Pilots Gaines, Ware and Yates. There will also be a parachute jump by Donald Gray. A dance at the Imperial Elks' auditorium, 160 W. 129th St., will conclude the celebration.

Elmer Carter Heads

Aviation Group

NEW YORK—With Elmer Carter, editor of Opportunity Magazine, elected chairman by popular acclaim, the New York Branch of the Inter-racial Goodwill Aviation Committee was formed last Saturday evening at the Harlem Branch of the Y. M. C. A.

Miss Mary J. Washington of Atlantic City, publicity director of the parent body, made clear the objectives of the organization with the result that whole-hearted support of the program was pledged by those present.

Other speakers included C. Alfred Anderson, aviator, who recounted the experiences of the transcontinental round trip flight made last summer and Dr. A. E. Forsythe, co-pilot who emphasized the many potentialities of the program planned by the I. G. A. C.

The meeting was sponsored by Dr. Theodore Hanson and a number of properly supported aerial ambassadors, every colored citizen of this country will have a chance toof the Amsterdam News, treasurer,

NEGRO FLIERS MAKE MIAMI-NASSAU HOP

5,000 Bahamans Greet Forsythe and Anderson at Airport—Havana Is Next Stop.

Defender 2-19-34
Wireless to THE NEW YORK TIMES.
NASSAU, The Bahamas, Nov. 9.—Dr. Albert C. Forsythe of Atlantic City and C. Alfred Anderson of Bryn Mawr, Pa., Negro good-will fliers, arrived from Miami at 5:55 P. M. today completing the first stage of their Latin-American tour. They were welcomed by Charles P. Bethel, Acting Colonial Secretary, representing Governor Sir Bede Clifford; other government officials and J. P. Hurley, the United States Consul. More than 5,000 persons were present.

Because of darkness, the runway had to be lighted with automobile headlights, but the plane made a perfect landing after several attempts on difficult ground. Dr. Forsythe said that he encountered head winds all the way from Miami.

The Governor received the fliers at Government House, and they were the guests of the reception committee at a dinner and dance tonight. They plan to leave for Havana tomorrow morning.

Dr. S. Lucas Leaves for South to Prepare for Good-will Flight

Atlantic City Physician to Tour South American Countries in Interest of Negro Race; Flight Will Be Second Link in Program

ATLANTIC CITY, N.J.—With the sailing of Dr. Stanley L. Lucas for tropical ports on last Thursday, another definite move was made toward the promotion of a proposed good will flight to Pan-American countries in the interests of the colored race.

Dr. Lucas, who is the executive secretary of the National Negro Aeronautical Society, sailed from New York City on the S. S. Colombia. He will confer with prominent citizens and officials of Haiti and Latin American Republics regard-

Plans for Solo Flight to Abyssinia Revealed by Julian, Negro Airman

Defender 2-19-34
several talks before the student bodies of Atlanta negro schools and colleges. Julian, a native of England, received his aviation training with the British air forces during the World War. He came to America in 1919 and again took up flying on a commercial basis in 1922. In 1929 Julian went to Abyssinia, where he commanded the air corps of that country.

Flying a Bellanca monoplane, Julian plans to leave on his flight in about 30 days, he told his audience last night. He will remain in Atlanta about one more week, he said, and will give other talks under the auspices of the Atlanta Negro Chamber of Commerce.

It was announced during the talk that arrangements have been made with the R. C. Aircraft Corporation to train negro men and women who qualify in mental and physical tests as potential pilots. Colonel Julian said every opportunity would be given men and women of his race to take their places in aviation and that at least 25 were expected to enroll for flight instruction in Atlanta.

Julian and Williams arrived in Atlanta last week and have given exhibition flights. Julian also has made

ESCAPES UNHURT IN PLANE SMASH-UP



John C. Robinson, indicated by cross, president of Challenger Air Pilots Association of Chicago, who took off from Harbor Airport, Chicago, last Friday morning, crashed his plane at Decatur, Ala., Saturday when ascending after refueling there. He was en route to Tuskegee Institute with two other race pilots, C. R. Coffey and Grover C. Nash, who drove a monoplane. They continued their journey in the latter plane.

Atlanta, Ga. Constitution
June 5, 1934

Plans for Solo Flight to Abyssinia Revealed by Julian, Negro Airman

Plans for a 7,500-mile solo flight from New York to Abyssinia were revealed by Colonel Hubert Julian, noted negro flyer, in a speech under auspices of the Atlanta Negro Chamber of Commerce at Wheat Street Baptist church Monday night. Appearing on the program before a large crowd of negroes and whites, Lieutenant Roger Q. Williams, famed trans-Atlantic airman, here as technical adviser to Julian, also talked.

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Julian To Carry Mail on Ethiopian Hop

NEWARK, N. J.—Colonel Hubert Julian, internationally famous aviator, announced he will carry several hundred pounds of mail aboard his large black and gold monoplane the "Abyssinia" when he takes off from Floyd Bennett Field on his flight to Ethiopia ear-

ly this summer. The mail, Colonel Julian stated, will represent letters sent by his people here in America to the Kingdom of Abyssinia as a message of good will and friendship. The Colonel's plans indicate he will leave the New York airport about June 27. He plans to make the long flight to Abyssinia in

three hops. Colonel Julian also revealed he will follow the route Lindbergh flew from New York to Paris.

The special mail which Colonel Julian will carry, will be postmarked in New York City and will be backstamped at Ethiopia. Each piece of mail will be handsomely engraved and will bear the autograph of the famous "Black Eagle."

After the letters have been properly cleared they will be sent back to the original senders here in America as souvenirs of Colonel Julian's flight.

More information on the good will letters can be obtained by writing to Colonel Julian's office at the Roger Q. Williams Cover Bureau, 252 Washington Street, Newark, N. J.

Henry P. Miller, principal of the Atlantic City High School, and president of the Kiwanis Club, represented that organization, with Superintendent of Schools Arthur Chenoweth representing the Lions Club.

William A. Dart spoke for the Atlantic City Board of Trade, and William A. Davis, of a New York weekly, spoke for the press.

Other speakers included, the Rev. James S. Scott, of Bryn Mawr; William Valentine, principal of the Bordentown Industrial School; Hope Hall, representing the Girl Reserves of the Y.W.C.A.; Miss Doris Wagner, representing the school children of the city, and Edgar Williams, representing the Boy Scouts.

Plane Inspected by Lindbergh

The plane used by the Pan-American flyers is a Lambert monocoupe, having a cruising speed of 120 miles per hour. It was personally inspected by Col. Charles A. Lindbergh before it left the factory at Robertson, Mo.

The trip will mark the third long flight by Dr. Forsythe and Mr. Anderson. This trip is being made with the approval and cooperation of the U.S. Department of Air Commerce and the U.S. Department of State.

Goodwill Flyers Start 14,000-Mile Pan-America Hop

Pro-American

Anderson and Forsythe to Visit Central and South American Countries.

11-17-34
OFFICIALS SPEAK AT

TAKE-OFF CEREMONY

Booker T. Washington
Minister Furnishes Convoy to Ocean City.

Negro Flyers Land In Havana On 2nd Leg of Goodwill Hop

HAVANA, Cuba—Mr. Albert C. Forsythe and C. Alvin Anderson, Negro goodwill aviators, landed at Tancho Boyeros Airport near here late Saturday afternoon after a successful flight from Nassau, Bahamas. The airmen flew from Miami, Fla. to Nassau on Friday and contemplate a 13,665 mile flight to take them to several South American countries.

Their plane, the "Booker T. Washington", was christened recently at Tuskegee Institute, which with the Racial Goodwill Aviation Committee of Atlantic City, is sponsoring the flight.

The flyers were given ovation in both Nassau and Havana.

ATLANTIC CITY—To the rousing cheers of a thousand persons, including city and state officials and local educational leaders, Alfred C. Anderson, of Bryn Mawr, and Dr. Albert C. Forsythe, of this city, took off from the Atlantic City Airport, Thursday morning at 8:45, for a 14,000-mile goodwill flight to Pan-American countries, in their orange and black Lambert monocoupe, Booker T. Washington.

At ceremonies held before the flight, the flyers received good wishes from city officials, and leading educators, white and colored, of the state and nation.

Many Speakers Heard

The ceremonies were presided over by Miss Julia Goens, chairman of the local goodwill committee. William S. Cuthbert, director of public safety, represented the city in the absence of Mayor Bacha-